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COUNTRY Germany (Russian Zone)
SUBJECT 1. Peenewerft Wolgast
2. Sea Police in Wolgast

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SUPPLEMENT TO
REPORT NO.

Peenewerft, Wolgast

1. Since June 1951, six "KS boats" (Küstenschutzboote) (coastal patrol boats) have been constructed for the Seepo. They are about 40 meters long and have one 2-cm. gun mounted on the bow and two 2-cm. guns on the stern. The Seepo has already taken possession of the boats.
2. In the early spring of 1952, a command ship for the Seepo, the DORSCH, was under construction. It has a displacement of 1,200 tons and is equipped with a 1,800 Hk twin-cylinder engine. The entire superstructure (sämtliche Aufbauten) is constructed of "hydronalium", since there is a danger that the ship, which is reputed to be of Danish or English origin, would be top-heavy otherwise. Reconstruction work on the two 300-ton steamers, the FUERSTENBERG and the FRENZLAU, is almost completed; the stern of each ship has been widened and equipped with a mine chute (minenabwurfbahn).
3. Construction of luggers was discontinued at the end of 1951, and orders for luggers are now referred to the Volkswerft Stralsund. From June 1950 to the end of 1951, the Peenewerft built a total of 150 luggers, each having a displacement of about 300 tons. At present, one of these luggers is being used by the Seepo as an unarmed surveying ship, and one is serving as a fishing steamer with the DDR fisheries. All the rest were transported to Russia in convoys of about 20 ships each.
4. In the early spring of 1952, the Peenewerft was still working on NVS orders (Hauptverwaltung für Seepolizei) (Main Administration for Sea Police); the orders are for "Scherdrachen" (sic), paravane devices (Ottergeraete) and buoys (Schwimmbojen).
5. For some time there has been a serious shortage of materials at the Peenewerft. Because it is impossible to obtain tool steel, it has been necessary in some instances to burn off and use the crowns of RR rails. There is also a shortage of copper pipe. Several times it has been necessary to smelt shipments of copper pipe because the copper was of poor quality and ripped easily when processed. In February 1952, eight tons of 3-mm. sheet metal, a critical bottleneck, and 1/15 tons of 1-mm. deep drawn sheet were delivered to the Peenewerft. The sheets were packed as metal was usually

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packed in pre-war Germany for export; therefore it is probable that the sheet metal was of West German origin. The shipment was allotted to Peenewerft by the DRZ Stralsund.

6. At present, a new workshop (Werkhalle) is under construction at the Peenewerft. It is approximately 200 meters long and 40 meters wide. The shop was supposed to be completed by 1 May 1952, but it is unlikely that the target date was met in view of shortages of construction materials. New slips are also under construction, and a new construction office is to be built.
7. Sabotage is being "practiced" at the Peenewerft. "Practice fires" are set, and "agents" try to slip into the yard with "leaflets" and "explosives". The first worker to discover the "saboteur" receives a premium. The guard brigade at the yard consists of about 40 men armed with OS pistols. (Fm) Müller, about 40 years old, is alleged to be the security officer for the Peenewerft. He divides his time between the administrative offices at the Peenewerft and the local police precinct, and he conducts interrogations of employees whenever something happens at the yard.

The Seepo at Wolgast

8. There are about 600 Sea Police stationed in Wolgast. At present, new casemates are under construction in Peenemünde. The Wolgast Seepo has six old wooden KS boats which are armed with 2-cm. guns. In addition, to these it is assigned six new KS boats (Para 1), the PRENZLAU, the FÜRSTENBERG, the LÜCKE, an unarmed surveying ship (Para 3) and an unarmed school-ship.

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